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PHOTO INTELLIGENCE MEMORANDUM

SAKHALIN TRANSPORTATION STUDY

GP/I-42

(Project 72.130)

November 1954

**Declass Review by NIMA/DOD**

CENTRAL INTELLIGENCE AGENCY  
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PHOTOGRAPHIC DEVELOPMENT RESEARCH

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This memorandum reports the results of the interpretation of aerial photography of selected sections of the Sakhalin Island railroad system. An attempt was made to confirm or deny reports of new railroad construction and also to resolve conflicting railroad information appearing on various existing maps and charts. The information in this report requested by D/GO will be used in the forth-coming revision of the Sakhalin Transportation Map (CIA #11845 6-51).

The rail lines described in this report are as follows:

1. Rail lines in Northeast Sakhalin
2. Rail line in Poronny River Valley
3. Rail lines in the Alexandrovsk Area
4. Illinskiy to Uglegorsk (Zentaru) Railroad
5. Illinskiy to Tomari (Tosari) Railroad
6. Kakhovo to Kizami-Kayoshi Rail line.

Rail Lines in North East Sakhalin

Map Coverage: AMS Map Series E504, Sheets 54-9, 54-12, 54-3.

25X1D

This small scale oblique photography is considerably cloud covered, thus limiting the amount of information that could be obtained. The information derived from a study of this photography is annotated on the three AMS maps referred above, which are enclosures 2, 3, and 4 to this report.

Area in the vicinity of Okha (57°35'N, 143°00'E)

As indicated on the map a line extends west across the island from Okha to Hoskaiyo. This rail line parallels a pipe line that transports oil from oil fields in the vicinity of Okha to the port area of Hoskaiyo. The general alignment of this rail line as delineated on the map is correct.

As shown on the map, a spur line does extend east of Okha around the Northern shore of Saliv Birt to Kaygan, and a short spur extends to the tip of the small peninsula that juts into the bay near the east edge of Okha. There are a number of spur lines extending to tankage areas and small industrial sites within the town of Okha.

A new railroad is under construction south from Okha along the eastern coast of Sakhalin. At the time of this photography [REDACTED] the railroad appears to be completed to a point approximately forty (40) miles south of Okha. South of this point to the Tym River construction of the rail line is at various stages of completion. The road bed is probably completed in areas where little fill is required; however in many sections across swampy marshland and bridge approaches construction is still in progress.

25X1D

-2-

The railroad roughly parallels the eastern coastline lying between the base of the foothills and the marshy coastal area. There are few steep grades on this line. The material for fill has usually been taken from the immediate vicinity of the area where needed. Wherever possible fill has been used to eliminate construction of long bridges. In many cases the fill covers large culverts thus eliminating the need for bridge construction. Where large bridges are needed multiple span bridges are used. An accurate estimate of the total number of bridges on this line cannot be made because of long stretches of poor photographic coverage. Wherever it was possible to determine the site of bridges it is indicated on the enclosed AEM maps.

There has been a considerable amount of new housing construction in the vicinity of the new rail line, probably used to house construction workers on the road and the workers in the newly developed oil fields. This construction has been indicated on the plot maps. Some of the areas appear to be penal compounds housing prison laborers.

A road has been constructed the full length of the observed railroad construction. The road roughly parallels the rail line crossing from one side of the rail line to the other. In some sections it apparently follows an old road-bed.

There have been few bridges constructed on this road except over some of the larger streams. The smaller streams are crossed at fords, which might indicate that much of the stockpiling of supplies is accomplished during the winter months when the route is largely frozen. The approximate location of this road is indicated on the map, but the bridges are not noted.

-3-

Okha to Zaliv Akhabi.

South of Okha the rail road follows along the shoreline of Zaliv Urkt. It lies at the base of a rather low bluff and could be cut by slides in a number of spots. There are two small trestle-type bridges between Okha and Oilyako-Sunan. There are extensive fill areas and two multiple-span bridges where the rail line crosses the deltaic mouth of Reka Oilyako-Sunan. The general alignment would indicate that this is a rail line, however, it crosses grades that are much too steep for a conventional rail line. There are no rail cars observed or other facilities that would indicate definitely that it is a rail line.

The main rail line skirts the south side of Zaliv Urkt along the base of a low bluff then turns south to Akhabi. The road bed lies just inland of the coastal marshy area. At Akhabi is located a large lumber yard and collection facilities for the oilfields in the area. There is a probable spur line running into the lumber yard. Two trains (probably tank cars) were located here at the time of the photography. However, the scale precludes identification of the type of locomotives.

Zaliv Akhabi to Khatyn

Immediately south of Zaliv Akhabi are located two lumber mills and one prison compound. A spur line runs into the first of these lumber mills. The rail line appears to be completed this far with all bridges being operational.

South of this point for approximately 25 miles the photo coverage of this line is of such small scale that only approximate alignments of the railroad and road can be given. The line probably continues as before running just

inland of the coastal marshy area, with bridges and fills where it is necessary to cross the streams and swamps. 10 miles west of the village of Pilitun ( $52^{\circ}53'N$ ,  $143^{\circ}18'E$ ), there is much construction activity on the bridges and at one point it appears as if some of the heavy construction equipment is mounted on rail cars. Possibly the line has been completed this far, but due to the small scale coverage of the area this cannot be definitely determined. Two spur lines have been constructed inland of the main line in this area to newly developed oil fields. The two spur lines as indicated on the AMS map in the area of Wavka ( $52^{\circ}31'N$ ,  $143^{\circ}15'E$ ) appear to be abandoned at this time. However the line running from Boatsyn ( $52^{\circ}25'N$ ,  $143^{\circ}06'E$ ) to the oil tankage area near Etova is possibly still in use. There is additional road activity also in the vicinity of the new developed oil fields.

#### Boatsyn to Tyn River Valley

South of Boatsyn to Reka Bay the road bed appears to be completed with work on the bridges still in the basic stages. From Reka Bay to the Tyn River Valley sporadic cloud cover precludes accurate interpretation.

A major supply and barracks area has been constructed on the northwest bank of the Tyn River near its mouth.

The rail line crosses the Tyn River in the vicinity of Noglik and apparently follows the east side of the river south. It is impossible to determine whether railroad construction continues south in the Tyn river valley or heads east to join with the Katangli line.

Rail line in Poronay River Valley

Map Coverage: USAF approach charts 1:250,000 205 AI, AIV, DI

25X1D

This railroad line follows the Poronai-gawa (Poronay River) valley from Shikuka (Poronaysk) ( $49^{\circ}13'N$ ,  $143^{\circ}08'E$ ) north through the towns of Mailawa, Kami-shikuka (Leonidovo) to Keton ( $49^{\circ}45'N$ ,  $142^{\circ}51'E$ ). At Keton is a small railroad yard and a turn around "Y". These facilities apparently service the airfield at Keton. There is a gap in the photo cover at this point. The only other available photography in this region is small scale oblique photos giving a view up the Poronay river valley, across the 50th parallel toward Onor. This coverage indicates a spur rail line crossing the Poronay river on a span-type bridge near  $49^{\circ}55'N$  and heading eastward, paralleling the existing road in this region. This rail line probably services a mining area in the mountainous area east of the Poronay valley.

Reportedly, a railroad is under construction from Keton ( $49^{\circ}50'N$ ,  $142^{\circ}50'E$ ) to Derbinskoye ( $50^{\circ}51'N$ ,  $142^{\circ}40'E$ ). Presumably this railroad might continue up the Tym River valley to connect with the railroad under construction along the northeast coast of Sakhalin. However, the scale and quality of the photography was too poor to confirm the existence of construction activity in this region.



Rail Lines in the Alexandrovsk Area (59°55'N, 142°10'E)

25X1D

A narrow gauge rail line is reported to run between the village of Arkova (4-6 miles north of Alexandrovsk) and Derbinskoye in the Tys River valley. Poor quality photography precludes positive confirmation of this reported rail line. There is a large loading pier at Arkova but no signs of a rail line leading to the pier. A road leading inland could, and may be, used as a road bed but no tracks can be defined. If it is used as a rail line probably extremely steep grades would be encountered because it crosses the mountain range that parallels the coast.

There are short service rail lines within the town of Alexandrovsk however, due to the quality of photography, it is impossible to determine if these lines extend beyond the edge of the city. There are no terminal or servicing facilities apparent in the city.

Rail line running north of Illinskiy to Uglegorsk (Kantora)  
(49°05'E, 142°05'E)

Map Coverage: USAF Approach Charts 1:500,000 205 <sup>B</sup>, 204C, 281A  
AMS Series N504 1:250,000 NM 54-9, NM 54-12

A rail line is shown to exist from Illinskiy to Uglegorsk, in  
Map CIA 11845 6-51. This line at the time of this photography

25X1D

was not completed. In the southern section the roadbed  
and a few of the bridges have been completed, however, the remainder  
of the rail line is still under construction. In the northern end  
the road bed has yet to be started. Due to the rugged terrain it  
will take considerable construction to complete this line.

At Raytise Bor a spur line runs a short distance along the southern  
side of Raytise No.

A narrow gauge rail line services a mining area 7-10 miles north-  
east of Uglegorsk (Kantora). A line also runs south approximately  
six miles to Tennai.

Rail line from Kushunnai (Illinskiy) to Tomari (Tomari)  
(67°45'N, 142°05'E)

Map Coverage US&F Approach Chart 1:250,000 281AII

25X1D

No rail line is observed extending west from Kushunnai (Illinskiy), however, from the appearance of the general alignment of the road from Illinskiy to Takarayaiva it could easily be converted to a bed for rail line construction.

A rail spur extends inland for some distance (approximately 5-7 miles) from the town of Mayori (67°55'N, 142°10'E).

There are three tunnels located a short distance north of Tomari. It is difficult to follow the general alignment of the line through this area, however, due to the apparent good condition of the road bed and bridges in both directions from Tomari the line is probably continuous.

25X1D

New coastal rail line extension from Raihoro to Minami-Mayoshi

Map 1:250,000 USAF Approach Chart 201 AIII

A newly constructed rail line extends south of the previous terminal of Raihoro (Gornosavodsk) to the town of Minami-Mayoshi. (46°25'N, 141°50'E)

The new coastal rail line crosses the Shimui-kawa (River) at its mouth on a trestle bridge supported by 12-13 piers. It continues along the coastline lying seaward of the coastal highway along most of its length. The coastal beach in this area is fairly narrow backed by a steep bluff except where stream valleys cut through. There are five trestle bridges along this length of the rail line crossing the larger streams and numerous culvert-type bridges where seepage from the bluff crosses the rail bed.

The probable terminus of the line lies on the south side of the Minami-Mayoshi Kawa (River) where it ties in with a system of spur lines servicing an industrial site. No turn around or yard facilities had been constructed at the date of this photography however.

There is also a newly constructed spur line inland from Minami-Mayoshi extending approximately 10 miles to a mining area. (See Enclosure 1)